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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stoutness and
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Songkong

Daily

Press.

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ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSOR
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AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,380 號拾捌百零千肆萬壹第 日次ノ春年・春緒光 HONGKONG, WEDNESDAY, MAY 4TH, 1904. 週拜禮 號肆月五年肆零廿八日壹英港香 PRICE, \$3 PER MONTH.

TO KEEP YOUR HOUSES SWEET AND
CLEAN USE

**WATSON'S
HYGIENOL.**

THE BEST LIQUID DISINFECTANT
ON THE MARKET.

**A. S. WATSON & CO.
LIMITED.**
THE HONGKONG DISPENSARY.

[a1545]

CUTLER, PALMER
& CO.'S
PRICE \$1.00 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to

SIEMSEN & CO., Hongkong. [a146]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
Casks of 575 lbs. net \$4.75 per Cask or Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMEI & CO.,
General Managers.
Hongkong, 14th August, 1903. [a389]

VICTORIA CYCLE EMPORIUM
We are Solo Agents for the following MONOPOLE, FUTURE, CENTAUR and NEW PREMIER CYCLES. Best American Machines in the Market, always on View and for Sale. Also a Large Assortment of SECOND-HAND MACHINES of various makes, nearly as good as new, at greatly reduced prices. MOTOR CYCLES, MAIL CARTS, RICKSHAS FITTED WITH PNEUMATIC TYRES and BALL BEARINGS throughout. Everything in the trade always kept in Stock. First-class workmanship guaranteed in all branches of the business. Re-enamelling a possibility. MCKLADY & CO., 60a, 43 & 34a, Queen's Road East.

NOTICES OF REMOVAL

THE HEAD AGENCY OF THE JAVA-CHINA JAPAN LINE.
THE OFFICES of the above Ship Company have this Day been REMOVED to ALEXANDRA BUILDINGS, 3rd FLOOR. Hongkong, 28th April, 1904. [a138]

REMOVAL NOTICE.

NORTH CHINA INSURANCE CO., LTD.
THE OFFICE of the above Company has this Day been REMOVED to ALEXANDRA BUILDINGS, SECOND FLOOR, Des Vaux Road. H. G. SIMMS, Acting Agent. Hongkong, 30th April, 1904. [a149]

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK, LTD. (Proprietors of David Storer & Sons), have REMOVED to ALEXANDRA BUILDINGS (3rd FLOOR). W. D. GRAHAM, Manager. Hongkong, 10th April, 1904. [a157]

NOTICE OF REMOVAL.

MESSRS. PALMER & TURNER have this Day REMOVED their Offices to ALEXANDRA BUILDINGS, 3d FLOOR. Hongkong, 1st May, 1904. [a169]

NOTICE OF REMOVAL.

DR. KEW, BROTHERS & CO., have this Day REMOVED their Dental Surgery to the 3rd FLOOR, ALEXANDRA BUILDING. Hongkong, 2nd May, 1904. [a158]

OCCIDENTAL HOTEL.

ELGIN ROAD, KOWLOON.
35 Bedrooms, excellently furnished.
Bath to each room.
Dining-room and Cuisine under strict supervision.

European and American Wines, Spirits, and Beers.

POOL AND BILLIARDS.
English, American and Manila Newspapers on file.

Terms: \$4 to \$10.00 per day.
R. MATTHAEY,
Proprietor.
Hongkong, 6th May, 1903. [a218]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brands are favorably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

**THE ELITE OF WHISKY—
THE "PALL MAIL,"**
\$21 PER DOZ.

11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**

\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassall.

DOURO PORT,

\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,

\$17.00 PER DOZ.

A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—
D.O.M.,**

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

AWAY IN THE LEAD AND STILL GAINING.

**BORATED LAVENDER
BATH AMMONIA**
EXPRESSLY PREPARED
FOR TOILET USE.

ANTISEPTIC CLEANSING

This new preparation will be found to combine the aromatic properties of the French Toilet Waters with the cleansing power of Ammonia.

DELICATELY PERFUMED with the sweet odour of MITCHAM LAVENDER. The bath has a new charm.

The addition of antiseptic REMOVES SKIN IMPURITIES, it is a Specific against PRICKLY HEAT and MOSQUITO-BITES.

MADE SPECIALLY FOR THE EAST BY

WATKINS LIMITED,
APOTHECARIES' HALL, HONGKONG.

TRY IT IN YOUR BATH.

CONFECTIONERY !!!
THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

STILTON, CHEDDAE, GORGONZA, ROQUEFORT, CAMEMBERT, CHEESE SAVOIE, CREAM CHEESE, MACLAUREN'S and YOUNG AMERICAN CHEESE.

YORK HAM and BEST ENGLISH BACON.

TOYS. TOYS.

G. GIRAUT.

REFRESHING, EXHILARATING

KODAKS,

FILMS,

AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

[a38]

VERMOUTHS

FRENCH

NOILLY, PRAT & CIE.
TAILLAN'S CRISTAL (VERY DRY).

ITALIAN

BALDI (DEY),
MARTINI SOLA (SWEET).

Telephone No. 75.

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 16th April, 1904.

[a35]

E. C. WILKS & CO..

MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOCEL Goods Kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telephone Address: "MARINEWORK,"

Telephone No. 338. [a153]

Hongkong, 1st May, 1904.

THE LAHMEYER ELECTRICAL CO. LTD.

LONDON,

AND ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
APPLY TO

SIEMSEN & CO., SOLE AGENTS FOR CHINA.

[a56]

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A. B. C. Code; 5th Edition	19.50	A Canadian Girl, by Lt.-Col. Haggard	1.75
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Stanley Gibbons' Stamp Catalogue, 2 Vols.	3.50	Pearls' Cyclopedic	0.90
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Keith Johnstone's War Map	0.80		
The Revellers, by Louis Tracy	1.75		
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The Deliverance, by Ellen Glasgow	1.75		
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PLAYING CARDS.

GENTLEMEN'S BOOTS AND SHOES,

BLACK AND BROWN.

THE FAY SHOES TYPE-WRITER.

[a33]

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A. S. WATSON & CO.,
LIMITED
ESTABLISHED A.D. 1841.
WINE AND SPIRIT MERCHANTS.

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FINEST VINTAGES FROM
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CHATEAUX
IN EXCELLENT CONDITION.

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B. ST. ESTEPHE (Red Capsule)	\$8.00	89.00
C. ST. JULIEN (Red Capsule)	10.00	11.00
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A. S. WATSON & CO.
LIMITED:

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS
Only communications relating to the news columns
should be addressed to THE EDITOR.

Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.

All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG OFFICE: 14, DESVREUX ROAD, C.I.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 4TH MAY, 1904

THOUGH the decisive action which we wrote of in yesterday's leading article as likely to be witnessed when the Japanese take advantage of the return of warm weather to commence the land campaign in real earnest is still to come, there can be no doubt that the series of operations described in General Kuropatkin's despatch is of the greatest importance. It is true that it has from the first been said that the Russian plan of campaign is to fall back and draw the Japanese on into Manchuria. Nevertheless, although they offered little resistance in Korea to the Japanese advance from Seoul to Wiju, on the northern bank of the Yalu the Russians have for weeks past been throwing up entrenchments and strengthening them, so it was said, with barbed wire entanglements after the South African model. Moreover, they concentrated a considerable number of guns, though these seem to have been much inferior in range to the Japanese artillery. It was plain that they did not mean to let the Yalu be crossed without a severe struggle. The Japanese, however, made their dispositions wisely, and after occupying the islets in the Yalu River on the 26th April they brought up naval assistance, in the shape of six small vessels, before taking their main body across. According to a Russian despatch, quoted by REUTER, some Japanese troops had succeeded in crossing before the 26th ultimo. But it was not until Saturday, the 30th, that their Army is stated by the instant, the Japanese starting to bombard at daybreak, and at 7.30 a.m. commencing an attack which, in the space of an hour and a half, left them masters of the heights.

The names of the places—probably villages mentioned by General Kuropatkin are difficult to identify, but it would seem that the whole Russian front was shattered, for the defeated troops fell back on Fenghuangcheng, one of the principal points in Russia's second line of defence, the Japanese being left in possession of twenty-eight Russian guns and a number of prisoners. In the meantime a naval attack had been delivered on Antung, where the small Japanese flotilla seems to have found 400 Russian infantry and cavalry, whom they compelled to abandon the town, burning it as they left.

The net result of the operations is that the Japanese have crossed the Yalu and destroyed the first Russian line of defence, at an expense of 700 men. The victory is one of which they have every reason to be proud. For if the Russians did not stake all on holding the Yalu they cannot, at any rate, have desired to retreat so hurriedly as to leave twenty-eight of their guns in the enemy's hands, to say nothing of the prisoners. The fact seems to be that the Japanese artillery was too good for them and that the infantry completed too well the work begun by the guns. With a larger Japanese army now in Manchuria, the Russians find themselves in a very different position from that of last month, when the Japanese were still confined to Corea. Japan can shortly land troops direct, if she desires, on the Manchurian coast, at some point between the Yalu mouth and Taku-shan, for the Russians can no longer hold posts along this coast with the Japanese in great strength on their flank and rear, as well as in command of the sea. Nor is it certain that their Fenghuangcheng position will be tenable long. The line between there and Liayang, as we have pointed out before, faces wrongly to oppose an advance from Corea. We may expect constant skirmishing now, but it seems problematical whether the Russians are going to make a desperate effort yet to yield no further before the Japanese advance. The superior Japanese artillery will come into play again very soon, we may be sure. We have been told before that Moukden will be the spot at which the Russian retreat will stop. The Russians may be at Moukden before they expected.

There will be a meeting of members of the V.R.C. this evening to make arrangements for the water-polo season.

We are asked to state that Mrs. May will longer be "At Home" on the first and third Thursdays of the month, for the present.

A large whale struck one of the submarine mines in Possiet Bay recently, causing it to explode. The body of the whale has been washed ashore.

Two fatal plague cases were reported yesterday, one body being found in Kowloon City and another in Ko Shing Street, No. 8 Health District. Both were Chinese.

The Echo de Paris publishes the following from S. Petersburg:—"It has been definitely decided that the Tsar and Tsaritsa will stop at S. Petersburg until the spring and will then proceed to Peterhof."

The work of transforming the Inner Circle underground railway in London into an electric railway was in progress day and night when the last mail left. An electric railway running from Uxbridge to Harrow is also to be opened this summer.

The Dominion Government has disallowed two Bills passed by the Legislative Assembly of British Columbia in 1903 aiming at the exclusion of Japanese from the country and from the collieries. Mr. McBride, the Premier, states that the Bills will be re-enacted on the earliest opportunity.

Die Zeit learns from Steyr (Upper Austria) that 25,000 rifles of an old pattern have been sold to China by the Gun Factory there during the last few months, and that fresh orders had to be refused, as the conditions—cash down, or a guarantee by first-class firms—were not complied with.

The latest news about Colonel Marchand is that he has received permission from the Tsar to be attached to the staff of General Kuropatkin to follow the operations in the North. Colonel Marchand is beginning to be a close rival of Naval-Instructor Hobson, U.S.N., in the matter of newspaper paragraphs.

Viscount de Fontenay, the French Minister at Seoul is reported to have presented to the Imperial Korean Foreign Office a claim for nine hundred thousand yen compensation for railway material alleged to have been supplied from France for the Seoul-Wiju Railway. A concession for the construction of this railway was originally granted to certain Frenchmen who, however, allowed it to lapse without even beginning work upon the line. Thereupon the Korean Government started constructing the line, employing French engineers to supervise the work. Recently the concession was transferred to Japan, and the construction of the railway is being rapidly proceeded with under the direction of the Imperial Japanese Railway Department.

There are complaints at present from residents in Caine Road of bad smells coming from the drains between Glenmore and Old Bailey. Especially in the evening the offal are most offensive. It is certainly high time that the condition of these drains was looked into by the proper authorities and an improvement effected as a preventive of the outbreak of disease. The offence seems to be caused by bad air coming from the storm-water drains.

Mr. Robert Hewett, who becomes Governor of British North Borneo, in succession to Mr. E. W. Birch, has been for the past thirty years in the service in the Straits Settlements, where he has had some experience of nearly all forms of official life. This will be of great use to him at Sandakan, and his faculty for handling financial affairs should prove of benefit to the Borneo Colony. Two years ago, after rising gradually, Mr. Hewett became Financial Commissioner of the Federated Malay States, an onerous post, which would give trouble to any but a clear-headed and capable man.

Writing in a home paper, "E. J. V." calls attention to the matter of the clothing of the British troops in North China during the winter season. In Tientsin, he says, our soldiers instead of having fur coats, as other nations do, are ordered in the bitter winter weather, ice piled round and over to Poilo river many feet thick and a strong piercing wind blowing, to wear the loose regulation khaki coat; when in multi coats of double fur are worn and fur caps with ear-flaps. Surely officers considered worthy to command men might be allowed sufficient discretionary power to clothe them in accordance with the rigours of the climate, should the authorities at home forget that China is a large country, and that what suits the south will not serve in the north. He thinks it hard enough for the mothers of England to give their sons for service, and that such treatment should not be meted out to "ring their hearts in this ruthless manner."

A British traveller, who is stated to have an intimate knowledge of Tibet, writes:—"Tibet is destined to become the California of the future. The regions into which the British Mission is now penetrating is one of the richest in the world. In fact, its mineral wealth is simply fabulous. Gold abounds in all directions, and nuggets as large as hazel nuts are found within a foot of the surface with no other mining implement than the shovel. British soldiers are, indeed, advancing into one of those ancient treasure houses of the genii, where one has but to scratch the soil and all is gold that glitters. Nor is gold the only wealth that is stored within these enchanted mountains. Iron, borax, salt, quicksilver, and lapis-lazuli are there in abundance, only awaiting the touch of an enlightened and civilising energy to reveal their hidden treasures to an astonished world. Of set policy both Chinese and Tibetan authorities have opposed the mineral development of the country, but it is undoubtedly that one of the contingencies of the near future consequent on the presence of a Russian resident at Lhasa would have been the mineral exploitation of Tibet."

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TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

THE WAR.

THE BATTLE OF THE YALU.

LONDON, 2nd May, 11.10 a.m.

The Russians admit the capture by the Japanese on the 1st instant of Chilien-cheng, and say that the battle is continuing at Potientintzy and Tsching-tung [?].

The Japanese state that the Russians lost 800 as compared with their own 700, and that they have captured 28 Russian guns and 20 officers.

The Russians burnt the town of Antung after their defeat and abandoned it, retiring in the direction of Feng-huang-cheng.

THE PURSUIT.

STUBBORN RESISTANCE AND HEAVY LOSSES.

Through the courtesy of Mr. M. Noma, Japanese Consul, we are enabled to publish the following official despatch received by him yesterday:

TOKIO, 3rd May, 6.10 p.m.

General Kuroki reports that on the afternoon of the 1st inst. the enemy offered stubborn resistance to our pursuit, adding 300 to our casualties. The enemy fought bravely to the last. Finally, two companies of their artillery, the principal condition attaching to the contract being that the Nevsky firm should work to the most approved design, to be obtained from some firm who had a special reputation for this class of construction. At that time the Russian Government gave the preference to the Yarrow firm, and the Nevsky Works accordingly obtained the designs from them. The destroyers were to be of the same design as those building at the time by the Poplar firm for Japan, and of 350 tons displacement. These vessels were built in accordance with the English designs, and are now being used in the war with Japan. It is further stated that the Russian Government have given the Nevsky Works a further order to build an additional number of destroyers from the plans originally supplied by Messrs. Yarrow, in view of the success achieved by the latter in the war with Japan.

The statement that Messrs. Yarrow and Company have consented to sell plans of destroyers to the Russian Government has been denied. The facts of the case are that about four years ago the Nevsky Works at S. Petersburg received an order from the Russian Government to build a number of destroyers, the principal condition attaching to the contract being that the Nevsky firm should work to the most approved design, to be obtained from some firm who had a special reputation for this class of construction. At that time the Russian Government gave the preference to the Yarrow firm, and the Nevsky Works accordingly obtained the designs from them. The destroyers were to be of the same design as those building at the time by the Poplar firm for Japan, and of 350 tons displacement. These vessels were built in accordance with the English designs, and are now being used in the war with Japan. It is further stated that the Russian Government have given the Nevsky Works a further order to build an additional number of destroyers from the plans originally supplied by Messrs. Yarrow, in view of the success achieved by the latter in the war with Japan.

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MANILA NOTES.

A RELIGIOUS IMPOSTOR.
Jose Saide, a religious impostor, was arrested by the secret service on the 29th ult. at a house in Calle Tanday, where he was holding a mock communion service, surrounded by one hundred and fifteen of his dupes. Saide was gorgeously arrayed in a purple robe, with artificial flaxen hair, on which rested an enormous gilded crown. His face was blacked and he wore a braided black wool beard. He had announced himself as the Messiah and was reaping a rich harvest from the credulous natives, for blessings, promises of prosperous voyage, success in business or in love, the cure of diseases, and other things. A fat native woman, said to have been raised by him from the dead, was in his suite as the Virgin Mary.

Saide is a native of Paganian, Laguna province.

FILE ON THE ESCOLTA.

The Escolta was visited by a fire on the evening of the 29th ult. The damages are roughly estimated to be about fifty thousand pesos to the building and about one hundred thousand pesos to the stock on hand. The building and the stock were fully insured. The fire started in the rear of the department store "Las Amazonas," number 98 Escolta, on the upper floor. The blaze soon spread to the adjoining store, the Bazar do India-Inglesa, but the flames were confined to the upper part of the building. The store in which the conflagration started is owned by Llavone and Tyot, and they are the heaviest losers, aside from the owner of the property. The building is owned by Pedro Roxas and is said to be fully insured. The stores were damaged to some extent by water and smoke, but they are also reported to be fully insured.

OUTLAW SENTENCED TO DEATH.

Manuel Tomines, the leader of the band of outlaws that raided Isabela province, about which there has been so much stir lately, has been sentenced to death by Judge McCabe. Twenty-two members of the band led by him were also sentenced to terms of imprisonment ranging from one to eight years. The sentences were pronounced on the 26th ult.

THE ELECTRIC TRAM-CARS.

Work on the Manila electric street railway is progressing rapidly. Great progress is being made on the erection of the power-houses, which the company expects to have completed by December 1. The line should be in full operation by January 1, 1905.

When completed the company will have thirty-eight miles of track within the limits of this city, including the line from Manila to Malabon. In the vicinity of Malabon, Caloocan, and Navotas it is estimated that there are about fifty thousand people, according to the recent census, who will be accommodated by the line. The company has at the present time about twelve miles of track laid and work is being pushed ahead as fast as possible.

THE GOMEZ CASE.

The Gomez-Kubalza case has closed at last. The fate of the defendants is now in the hands of the court. As to their innocence or guilt there was considerable diversity of opinion expressed on the 28th ult. when the case was declared closed. A slight majority seemed to think acquittal would follow.

The court has been occupied with the trial for a period of more than six months. Hundreds of witnesses were examined, and the arguments before the court have extended over almost two weeks. The court assessors declared that it had finished its case and was willing to allow the case to rest with the court.

THE HONGKONG-PORTLAND RUN.

An error crept into our last issue concerning the Portland and Asiatic S.S. Co. The vessels of this concern have not changed their names, and are still running under the same flag. Four years ago this line was initiated, running between Portland (Oregon) and Hongkong via Japan ports, having the steamers *Indrapura*, *Knight Companion*. After the memorable wreck of the *Knight Companion* on the coast of Japan the *Indrapura* was chartered to take her place. From that time to the present, a regular schedule and an efficient service has been maintained.

The China Commercial Steamship Company, recognising the importance of Portland as a shipping market, came and acted as a supplemental service to the Portland and Asiatic Steamship Company in handling the traffic.

The Japanese post office department recently petitioned the local representative to allow the use of the P. & A. steamers for the carriage of European and American through mails.

Commencing this month the Harriman steamship service out of Portland will consist of eight steamships, with a combined carrying capacity of 60,000 tons, and a schedule which will give this port an Oriental steamer sailing every ten days. In order to increase the service so as to admit of such frequent sailings, the three "Indras" now comprising the Portland and Asiatic Steamship Company's fleet, will be released, as their charters expire in April and May, and will be replaced by four new modern built freighters of the most approved type, with a deadweight carrying capacity of from 7,000 to 8,000 tons on a draft of 24 feet of water. The vessels are all Hamburg-American liners and on account of their large carrying capacity on a comparatively light draft of water are particularly adapted to this trade.

The Patentees - Macniven & Cameron, Limited
deserve A NATIONAL MEMORIAL
for their excellent inventions! — *Local Chronicle*.
THE WAVERLEY PEN, THE PICKWICK PEN.
THE OWL PEN. THE HINDO PEN.
Sold at all Stationers. Waverley Wo. 1302-2
Edinburgh.

POLICE COURT.

Tuesday, 3rd May.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING POLICE MAGISTRATE).

"BETTER OUT OF COURT."

Two Chinamen issued cross summonses against each other for assault. One had a cut on the arm and the other a cut on the leg. Mr. Gomertz fined them \$10 apiece.

A POLICE SQUABBLE.

An Indian constable charged two other Indians with assaulting him. The defendants, when the assault occurred, were in plain clothes, off duty, and the complainant was on duty. The first defendant was fined \$10 or 14 days, second defendant \$5 or seven days.

A SARCIT.

Three soldiers of the Royal Engineers were charged with assaulting an Indian constable. The first was fined \$10 and was ordered to pay \$1.75 for damage to the constable's uniform, the second was discharged, and the third fined \$3. There appears to have been a dispute about rickshaws.

ALLEGED ARSON.

A fire, it will be remembered, occurred at No. 138, Wellington Street, second floor, recently. The conflagration took place between three and four o'clock in the morning. The master of the establishment had gone to Canton, leaving a man and woman in charge. This man appeared before Mr. Gomertz to answer to a charge of arson.

Mr. E. R. Hallifax, Deputy Superintendent of Police, prosecuted, and Mr. P. W. Goldring, solicitor, of Mr. J. Hastings's office, appeared for the defence.

From evidence it appears that when the fire took place the people living at the next house, No. 140, saw flames at the back of the building, and also a fire on the verandah. The tenant of the first floor of No. 138 put out a fire on the stairs leading from the first to the second floor, and the occupant of No. 140 put out the fire on the verandah.

The premises were insured in the Northern Insurance Office and another company for \$3,000, and with Messrs. Sander, Weiler & Co., for \$1,000.

The defendant was committed for trial.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

FANTAN.

Two gamblers of the coolie class figured before Mr. Kemp for having had a quiet flutter in *fantan* at No. 104 Des Voeux Road Central. One defendant, the keeper of the house, was fined \$50 or two months' imprisonment, and the others were fined \$5 or ten days, \$11.30 seized, and \$12.45 found on the person of the first defendant, together with the gambling outfit, were confiscated. Inspector Gould prosecuted.

AN ANCHOR.

A fisherman charged with unlawful possession of an anchor explained that he had dragged it while fishing. The case was discharged, the Police, however, keeping the anchor.

"KANAGAWA MARU" AT HONGKONG.

CAPT. JOHN MCKENZIE DODGES THE RUSSIANS.

The fine four-masted steamer *Kanagawa Maru*, belonging to the Nippon Yusen Kaisha's European line, left Hongkong for Japan yesterday, after a 24 hours' stay at this port. She left London shortly before war broke out, arriving at Malta on the 7th February, when she heard of the war. The vessel had a valuable general cargo on board, some 5,000 tons in all; and she found herself in a very dangerous position. Information was received at Malta that a Russian fleet was not only cruising in the waters of the Mediterranean, but was right off the port. Nothing could be done but remain in the neutral harbour, so Capt. John McKenzie "twiddled his thumbs," and did not shift ship for 20 days. On the 27th February he heard that the Russian fleet had steamed away in a certain direction. He at once got the anchor aweigh, taking the opposite direction, and dodged off under the shadow of the African coast. It was common knowledge that Russian warships were infesting the waters of the Red Sea, so his only route was to steam right around the "Dark Continent." The *Kanagawa Maru* arrived at the Cape de Verde Islands in due course. Next she called in turn at Capetown, Durban, Singapore, and finally Hongkong.

She is a vessel of 3,825 net tonnage, 550 horse-power. As she left London on the 29th January she took 94 days on the passage. The Russians lost a good prize.

M. MURAVIEFF AND THE HAGUE TRIBUNAL.

In concluding his report to the Tsar on the proceedings of the Venezuela Arbitration Court before The Hague Tribunal, M. Muravieff, Russian Minister of Justice, and President of the Court says:—

"I am convinced that this international tribunal is adopted, to the settlement of all disputes in which the purely legal element predominates, and in which questions relating to the political and national life of States and peoples are not touched upon. This great work, called into existence by the Emperor, needs still more careful attention on the part of those States which are animated by a desire for the peaceful progress of mankind on the basis of law and justice. Among other things the general confidence, sympathy, and esteem displayed during the proceedings of the tribunal in the Venezuelan case must be regarded as a guarantee of the success of the Court."

MARINE COURT.

Tuesday, 3rd May.

BEFORE HON. CAPT. L. BARNES-LAWRENCE,
R.N. (MARINE MAGISTRATE).

REFUSING DUTY.

Johann Dannorvig, Master of the Norwegian steamer *Orange*, appeared as complainant against Peter Spencer, Archibald Powlett, Josphus Cuffley and Moses St. John (sailors), James Guy and Samuel Hoyle (firemen), and Joachim Jose and Francisco Correlo (trimmers).

The complainant stated that while at Hongkong on the 30th ult. the eight defendants refused duty, requesting to be discharged. He told them that their time was not up. They asked to see the Consul, but complainant explained that the whole crew could not leave the ship together; one of them could come with him to see the Consul. He took Joseph Cuffley to the Consul, who informed the man that they could not be discharged as their time was not up, nor was sufficient money due to them. Joseph Cuffley then insisted on seeing the Harbour Master, who informed him that they could not be discharged at Hongkong unless the Consul undertook their maintenance. From that time until the present they had done no work. The men also had gone ashore without permission.

The defendants said that when they signed articles at Newport they understood they were just signing for the voyage to Hongkong.

The agreement had been read to them when they signed on.

Defendants were convicted, and sentenced to four weeks' imprisonment, also forfeiting two days' pay.

FRANCE AND SIAM.

To understand the different attitudes adopted by various sections of the French Colonial Party, says a writer in the London *Morning Post*, it must be borne in mind that those differences really have reference only to the probable effect which the new treaty will have on the ultimate object of French ambitions in the Far East. As to that ultimate object there is entire agreement. It is the eventual absorption of Siam into France's Indo-Chinese Empire. This is the end which is kept permanently in mind by every member of the French Colonial Party, and the test by which the new treaty is judged is whether it will or will not contribute to the speedy realisation of that object. If it is asked what are the grounds on which it is sought to justify the design to annex the territory of an independent Asiatic State, the only intelligible answer that can be given is that Siam is a rich and prosperous country which the French would very much like to possess. To most people it would seem that the varied concessions of the new treaty constitute a sufficient guarantee of the predominant position claimed by France in the Mekong Valley. But the Committee of Foreign Affairs to which the treaty has been referred is not satisfied, and has instructed M. Francois Deloncle to draw up a report embodying its suggested amendments.

LATE TELEGRAMS.

[VIA CEYLON.]

THE TIBET MISSION.

London, 14th April.

Mr. St. John Brodrick, in his speech last night, defended Lord Curzon from the allegation of showing a desire for expeditions, or the undue assertion of British interests. There had been only three expeditions during Lord Curzon's Vicereignty, which number had been greatly exceeded under his predecessors. During his tenure almost every part of the Government has been overhauled and reformed by the immense labour and knowledge he brought to bear. He has shown an unquenchable desire for justice in administration, and has shown a full desire for peace on the Frontier.

Mr. Balfour said the House could rely without the smallest misgiving on Lord Curzon loyally and ably carrying out the policy which the House and the Government agreed was proper.

Calcutta, 15th April.

Details of General Mac Donald's advance to Gyantse have been received.

The Tibetans encountered at the entrance to the narrow gorge were strongly posted on ridges and rocks commanding its entrance. They opened fire on the advance guard.

The position they held necessitated somewhat long turning movements.

With an ascent of about 2,000 feet, during which the enemy were shelled. When the general advance took place they were quickly routed and fled in all directions.

Only three Sepoys were wounded on the British side.

The Tibetans lost nearly 200 killed.

Their total strength was estimated at about 2,000, including the Shigatze and Gyantse regular troops.

These are now reported in full flight all over the country.

The local Tibetans are now all pleading for peace.

Three Lamas are now on their way

from the Dalai Lama, and the Chinese Ambassador.

The Gyantse district is described as rich, with ample fields of grain.

Dozens of hamlets are scattered around the main town, so that the troops are likely to be well provided for.

Large numbers of the inhabitants have fled.

All opposition for the present seems to have entirely disappeared.

Calcutta, 19th April.

A telegram from Gyantse, dated 16th instant, states that, while the troops were engaged destroying gunpowder abandoned by the Tibetans, four sepoys were killed and a native officer severely injured at Guru. Again, yesterday, at Gyantse, 14 Sepoys were severely hurt.

Col. Younghusband has received a letter from two leading Blutians Chiefs, congratulating him on the success of British arms, adding that the Tibetans had brought the punishment upon themselves by their folly.

SHANGHAI AND NANKING RAILWAY.

On the 28th March Mr. Weir asked the Under Secretary for Foreign Affairs whether, having regard to the fact that, under the terms of the agreement signed by the British and Chinese Corporation (Limited) and the Chinese Government on July 9 last, the Corporation undertook to provide a capital of £3,250,000 for the construction of the Shanghai and Nanking Railway by the 9th inst., and that the requisite loan had not yet been arranged, he would ascertain to an extension of the period during which the money might be found, and the nature of any such extension.

Lord Percy replied:—We understand that it has been mutually agreed between the Chinese Government and the Corporation to postpone,

for the time being, the issue of the Loan in accordance with the terms of the contract, which provides for the contingency of an unfavourable condition of the money market in the event of an outbreak of war.

POLITICAL FACTORS IN RUSSIA.

[FROM A ST. PETERSBURG CORRESPONDENT.]

The power of the few Statesmen who are supposed to know the secret of Russia's foreign policy is now considered, in diplomatic circles, of less importance than it used to be. People already try to read, between the lines of the leading art ideas of the *Journal de St. Petersbourg*, Count Lansdorff's mouthpiece, how he defends his position against the criticism that his moves in the diplomatic game against Japan have evoked. It is quite clear that he ought to have endeavoured, by some concessions, to prolong the negotiations until the end of June, when Russia's preparations for war in Manchuria and Korea would have been finished. That there was a strong probability of succeeding in this attempt at procrastination is admitted on all sides. Even alleged passages from M. Pavloff and Baron Rosen's secret reports are quoted as a proof that such enticing paths could easily have been found to drag the Japanese along with him. In fact, that this ruse was not thought of is explained in well-informed circles, by the ill-timed influence which M. Besobrasoff exercised on the Viceroy Alexioff and thereby indirectly on the Minister of Foreign Affairs. There are even people who dare hint that this adviser is personally and even pecuniarily interested in the premature annexation of Manchuria. It is said that already with the *Ukase* of the 13th August, when Alexioff was appointed Viceroy of the Far East, that aberration of foreign politics began which brought Russia further and farther away from the proper track prescribed by due consideration of all the interests of the Empire. The greatest reason for anxiety is the fact that it is just in naval circles where indignation at Count Lansdorff's mistakes is most strongly pronounced. Ambitious politicians among naval men may rely on the support lent by the Grand-Duke Michael Alexandrovitch and by the Tsar's brother-in-law, the Grand-Duke Alexander Michailovitch. Moreover, this feeling in Naval circles is gaining strength in the same proportion as the chance brought by Admiral Makarov into the defensive tactics at Port Arthur is being noticed. Now people begin to see that the want of depth in the dry dock at Port Arthur was really no hindrance for starting the work of repair of the huge ironclads. When this liner is repaired as well, we may have of a great naval battle. In case the Russian warships after the benefit of a long rest should gain a victory over the Japanese navy, that, by the wear and tear of a long winter campaign, must have lost some of their fighting value—in case of such a Russian victory the friends of the Navy would get so much power that Count Lansdorff must fall a victim to their indignation.

At the same time, a successful naval battle might also be the means for extending the term of dictatorship for von Plehve. Its principal enemy at present is not to be found in those congresses of medical men and engineers that have been dissolved by the police or have given the occasion for many imprisonments. The real danger for von Plehve's system comes from the more cool-headed opposition of the *Semovtsovs* (assemblies) in the provinces. But up to the present von Plehve has shown himself perfect master of the situation. He understood how to make an impression on the Emperor at the proper time by interpreting the political agitation which had its principal support among officers of the provincial administrations and teachers in the higher schools as frivolous attacks directed against the orthodox religion and the Russian Church. He need only make proper use of the Tsar's edict to the Senate, which gave him the power to suspend the meetings of the provincial assemblies at Tver (which some years ago petitioned the present Tsar for a Constitution) for three years and to banish obnoxious persons that Government, in order to keep the most dangerous constitutionalists under his thumb.

An arrangement and an alliance between the self-reliant Home Minister and Naval men with a successful record behind them would, as matters now stand, make it its first object to overthrow Count Lansdorff. Then the decision in all questions of Russian policy would be in the hands of this fraternity of "genuine" Russians. *We have heard.—ED. D.P.

CHINA IN THE HOUSE OF COMMONS.

SHANGHAI AND NANK

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for book. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieut's P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS
JUST UNPACKED.

BITTERS and CAKES.—A Special Consignment from the well-known Manufacturers, Messrs. Huntley and Palmer. A Varied Assortment of Biscuits and Cakes. Biscuits of the newest kinds, such as Arctic Waters, Maizena Wafers, Tea, Peikstone, and Ice Cream. And also Gouva, Almond, Family, Oxford and Fruit Cakes. Inspection earnestly solicited.

H. RUTTENJEE,
No. 5, D'Aguilar Street,
36 to 38, Elgin Road, Kowloon.
Hongkong, 4th May, 1904. [1183]

TO LET
(Immediate Possession).

NO. 11, GAGE STREET, Eight Rooms and Godown. Apply to— C. F. DE CARVALHO, care of Hongkong Bank. Hongkong, 4th May, 1904. [1184]

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW.

THE Company's Steamship "HAICHUNG," Captain Hodges, will be despatched for the above port on FRIDAY, the 6th inst., at 11 a.m. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 4th May, 1904. [1185]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
(Taking cargo & through rates to TSINGTAU).
THE Steamship "LOONGMOON," Captain Kalkofen, will be despatched for the above port on SATURDAY, the 7th inst., at 3 p.m.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents. Hongkong, 3rd May, 1904. [1181]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON AND PORTS.
THE Company's Steamship

"KANAGAWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-morrow, 3rd inst.

Goods not cleared before the 9th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 12th inst., or claims in connection therewith will not be recognised.

N.B.—Consignees of Cargo from Europe are required to sign Average Bond before Bills of Lading can be countersigned for delivery.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Hongkong, 2nd May, 1904. [1182]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PERA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 71 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [176]

PUBLIC COMPANY

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Taels at Exchange 7.1 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 1st April, 1904.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary
Shanghai, 22nd April, 1904. [1125]

WANTED.

REALYABLE and ALERT PORTUGUESE SALESMEN. Good wages to good men.

Apply— BOX 365,
Care of Daily Press Office.
Hongkong, 29th April, 1904. [1126]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady, B. R., Care of Office of this Paper. Hongkong, 16th May, 1904. [1128]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the BRADFORD DYERS' ASSOCIATION LIMITED, of No. 39, Well Street, Bradford, Yorkshire, England, Dyers, have, on the 30th day of January, 1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK.

The representation of a bird's nest with three eggs lying inside it, in the name of THE BRADFORD DYERS' ASSOCIATION LIMITED, who claim to be the proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of the following goods:

Cotton piece goods of all kinds except white cotton piece goods in class 24.

Silk piece goods in class 31.

Cloths and stuffs of wool worsted or hair in class 34.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the undersigned.

Dated the 4th day of March, 1904.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong. [655]

RUINART PERE & FILS, REIMS—Established 1715, CHAMPAGNE GRANDS SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents. Hongkong, 18th May, 1904. [150]

G.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI, A. J. A. B.C., Scott's and Engineering Co. Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 513

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 264 "

DOCK No. 2 (at MUKAIJIMA). Extreme Length... 371 feet. Length on Blocks... 350

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGI). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a SALVAGE STEAMER, 71 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [176]

NOTICES OF FIRMS

NOTICE.

MR. HERBERT BENT Ceases to Sign our Firm by Proclamation from This Date.

HERBERT BENT & CO. Canton, 1st May, 1904. [1154]

NOTICE.

IHAD admitted Mr. HERBERT BENT a Partner in my Firm, to date 1st June 1904.

T. E. GRIFFITH, Canton, 30th April, 1904. [1155]

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that all my Bills will, from This Date, bear My Signature, or the Signature of MR. K. TAMENARI, and unless they are Signed by me or the said MR. K. TAMENARI, my Sheriff is not Authorized to collect them.

H. YERA, Photographer. Hongkong, 1st May, 1904. [1156]

REVOCATION OF POWER OF ATTORNEY.

THE CHINAMAN GAN KANG SIOE, Trader of Samarang (Java), has revoked all Powers of Attorney given to KUNG TJONG DJEANG (also written KANG TJONG DJIANG LEANG or KANG TEONG CHEANG), of Amoy, carrying on Business under the Style of "HANG KEE HONG," especially the power of attorney given to him by deed dated 6 December, 1902, passed before the temporary acting notary at Samarang, J. H. A. van Barneveld.

J. G. L. HOUTHUYSEN, Notary Public at Samarang. Hongkong, 3rd May, 1904. [1157]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at MR. H. RUTTENJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash. Hongkong, 22nd December, 1902.

FOR SALE

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Taels at Exchange 7.1 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 1st April, 1904.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary
Shanghai, 22nd April, 1904. [1125]

FOR SALE.

THE "NAGASAKI MEDICAL HALL" and "AERATED WATER PLANT"

as a Going Concern.

Apply—
R. H. POWERS & CO., Nagasaki,
Hongkong, 23rd April, 1904. [1074]

FOR SALE CHEAP.

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Hongkong, 29th April, 1904. [1141]

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FOR SALE as a going concern, HOTEL COMPANY, comprising two First-class Hotels in Manila, with Liveries Stables attached. Intending purchasers will please apply for further particulars to—
M. H. C.,
Care of Daily Press Office.
Hongkong, 13th April, 1904. [1091]

FOR SALE.

HOUSE BOAT, 42 feet long; Copper bottom; now lying at Ah King's slip-way.

Offers may be sent to—
V.,
Care of Daily Press Office.
Hongkong, 22nd March, 1904. [809]

FOR SALE.

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Further particulars apply on the Premises. Hongkong, 2nd May, 1904. [1161]

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Showrooms:—
3A, WYNDHAM STREET.
Hongkong, 3rd May, 1904. [1016]

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SIEMSEN & CO.,
Hongkong, 3rd October, 1900. [54]

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Hongkong, 5th March, 1904

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Hongkong, 6th April, 1904.

1640

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A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 15th April, 1904.

PARIS LETTER.

Paris, 1st April.

The outlook in the Far East apart from the actual fighting is considered very serious indeed as far as European Powers are concerned. The stay at bay is a dangerous foe. Russia, furious at being unable to make headway either on land or on sea against her rival, is endeavouring to create complications, and bring in other countries to join. Great Britain is much too wide awake happily to fall into such a trap. So to take down foreign flags from private buildings at Newchwang was nothing short of madness on the part of the Russians, who have since been glad to hoist them up again for fear of having other Powers down on them by return. So long as the Russians content themselves with fighting the Japanese in Korea, which is after all the real battlefield, well and good, but let them for a moment deviate from that path and for some reason or another forget about respecting the neutrality of China, they will soon be brought to their right senses by those that are so closely watching her movements in every part of the world. One cannot but continue to admire the pluck, wiriness, endurance, and superior fighting qualities of the Japs, who have proved to be fully on the alert, as the Cossacks have recently discovered. The defeat of the Cossacks is significant, so far as rectifying the assumption that Russia is immeasurably superior in mounted troops in Korea. It is a common belief in French military circles that the Russian military authorities know very little about the nature of the country which they are—why the undisciplined horses of the Japanese cavalry have up to the present proved more suitable than the larger and better-looking mounts of the Cossacks. A great many *bon-voyageurs* cannot explain why so many Russians have been falling back everywhere upon the line of the Yalu river, the more so, as only a few weeks ago large areas were covered with them. Grave events are expected very soon since the ice is rapidly breaking, thus minimising landing difficulties. Are the Russians equal to the occasion? So far the Russians have shown a lamentable want of foresight, while comparatively speaking, they are not as well prepared to fight as are their rivals. The war is actively discussed by Parisians of all classes, most of whom have ceased to confine their interest to the naval operations, since the commencement of the land campaign. Impartial opinion does not hesitate to admit that the Japanese certainly possess tactical advantage; the latter still remain masters of the field, since the Russian cavalry did not succeed in checking their advance towards their objective on the northern frontier. The next few days will most probably decide whether the Japanese intend to force the passage of the Yalu River by means of a frontal attack or whether they will simply hold General Mishchenko's division in check pending the development of the invasion of Manchuria on another line. The Russians, judging by their preparations, expect to be attacked at Newchwang, though it is not certain that the Japanese intend to pursue that course. The fact is very few know anything about the military plans of the Japanese; the veil of impenetrable secrecy which surrounds their movements is highly approval of though it affords a vast field for romances. Truly speaking, the colossal task upon which the Japanese have staked their national existence is such that they cannot afford to give their enemy a single point in the game. It would be next to an unpardonable mistake to look upon the present war as a show. Is it not a tremendous struggle for life and death between a new nation and an immense Empire—the most formidable military power in the world according to Napoleon? Great Britain may be called on to stand by her ally; this equally applies to France, however unpleasant this may sound. This is precisely what is dreaded in both countries at the present moment. As sure as those two nations join their respective allies, the whole of Europe and other parts of the world will be involved. It is only wise to prepare for such events; it rests with us to retard the day, and if possible to prevent it, by every means in their power.

A prophet having no honour in his own country explains why Parisians have welcomed M. Auguste Watrin's predictions with so much indifference. The circular distributed by that capital—emanating from this prophet of evil—has failed to alarm citizens as much as M. Watrin expected, though the pamphlet in question is of a most disquieting nature. The circular, which is duly signed by M. Auguste Watrin, who calls himself a prophet, is supposed to have been received in the first place from God in the form of a supernatural revelation. The prophet lost no time in coming to Paris for the purpose of delivering his message; his prophecy is one of doom and desolation. "Paris," for instance, he declares, "is about to suffer the fate of Sodom and Gomorrah, for God is angry with this wicked city. Paris has been cursed, but not all of it will be destroyed by fire from heaven. Only the eleven arrondissements or wards situated in the centre will be devoured by the avenging flames; the others will be spared." Why the inhabitants of the Opera quarter should have been singled out for such terrible punishment while their fellow citizens on the outskirts of the city are to escape the awful vengeance, is not told us. No doubt it is necessary to make an example of someone, and the frivolous *habiles* of the Boulevards have been selected to play the role of the scapegoat. M. Watrin is a tender-hearted Jeremiad, since the awful destiny of so many Parisians fills him with grief—so he says. My eyes are wet with tears, and my revelations reiterated and authentic. It is my painful duty to warn my fellow-men. Just think that "the steel claws of fate are about to lay hold of Paris, while red torments of fire will annihilate the heart of the city, amid cries of horror and fearful suffering." Amusing as a circular of this kind is, it cannot be said to have been drawn up in a practical manner since the one essential point about it—the probable date of this awful visitation—is not mentioned. The prophet—whom many look upon as an *charlatan* or lunatic—is also dumb as to the special offence or offences which have provoked the wrath of the Almighty. Parisians are sceptical people, and the foretelling of evil tidings is an ungrateful task. The scented world is most attentively watching the experiments being conducted by that intrepid reprobate Comte Henry de la Vaulx in marine ballooning on the Mediterranean, now raging in the Chamber of Deputies over the Parliamentary inquiry into the state of the Navy. M. Lockroy bitterly denounced M. Pelletan, whom he accused of having disorganized the French Navy, since he was appointed head of the Admiralty. The state of things was so critical, continued the enraged and jealous M. Lockroy, that were he to break out France would find herself with a Navy only half armed and inadequately provisioned. Though this session caused a temporary profound sensation in the House, it did not shake the confidence of M. Combes, the Premier, in M. Pelletan, who waited patiently until his aggressor had finished his speech, before replying to the charge. As soon as order was restored, he once more declared that there was no foundation for M. Lockroy's attacks, and that he could assure the Chamber in all sincerity, as he had done on several occasions before, that

France was prepared for any eventuality, and that the French Squadron in the Far East—especially selected for demobilization by the members of the Opposition—was capable of meeting any possible attack. The Chamber finally voted for the appointment of an extra Parliamentary Commission of Enquiry into the whole question of the condition of the Navy, and of the state of the Colonial defences by 312 to 256 votes. M. Pelletan is above paying the least attention to the shouts of derision raised on his appearance in the Chamber. He is not in the least afraid to stare out his enemies, and by his cool determination, make them look small. Let facts speak for themselves, remarks M. Pelletan, who has brought the Navy to a better state than that in which he found it. M. Pelletan has roused the anger of those Admirals who fancy themselves a State within a State, by his policy to sweep out the crows in their respective offices with a little dash as possible.

Books are having a terrible time of it in Paris just now. Since M. Louvet twelve months ago urged that the nests of quite an army of these birds which had built their nests in the trees of the Elysee Palace gardens were to be destroyed Parisians have complained of the nuisance in other parts of the city. The authorities are busy clearing public gardens and squares of the presence of such noisy birds. There are too many rooks in Paris actually, a few less of these unwelcome visitors would enable tired citizens to enjoy a little more sleep.

The distribution of charity in Paris of late has become simply disgraceful. According to statistics to hand of a private charitable institution, more than two thousand members of the Paris aristocracy appear on the books of the institution. The amount distributed in charity to these really supposed to benefit by the institution is 4,753 francs 20 centimes. In other words, after the officials have drawn their salaries, paid their office rent, and the expenses incurred by making themselves nice and comfortable spending in this way nearly £2,160—there remained less than 5,000 francs, or £200, for the poor of Paris! Another illustration that charity begins at home.

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Hongkong, 4th May. "4. [590-61]

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Amoy, 3rd December, 1903. 78

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Hongkong, 19th March, 1904. 78

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Macdonnell Road

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Hongkong, 2nd March, 1903. 71

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Well furnished rooms facing the harbour.

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"St. George's House."

Hongkong, 17th March, 1903. 70

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Apply to Mrs. MATHER.

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Hongkong, 1st January, 1902.

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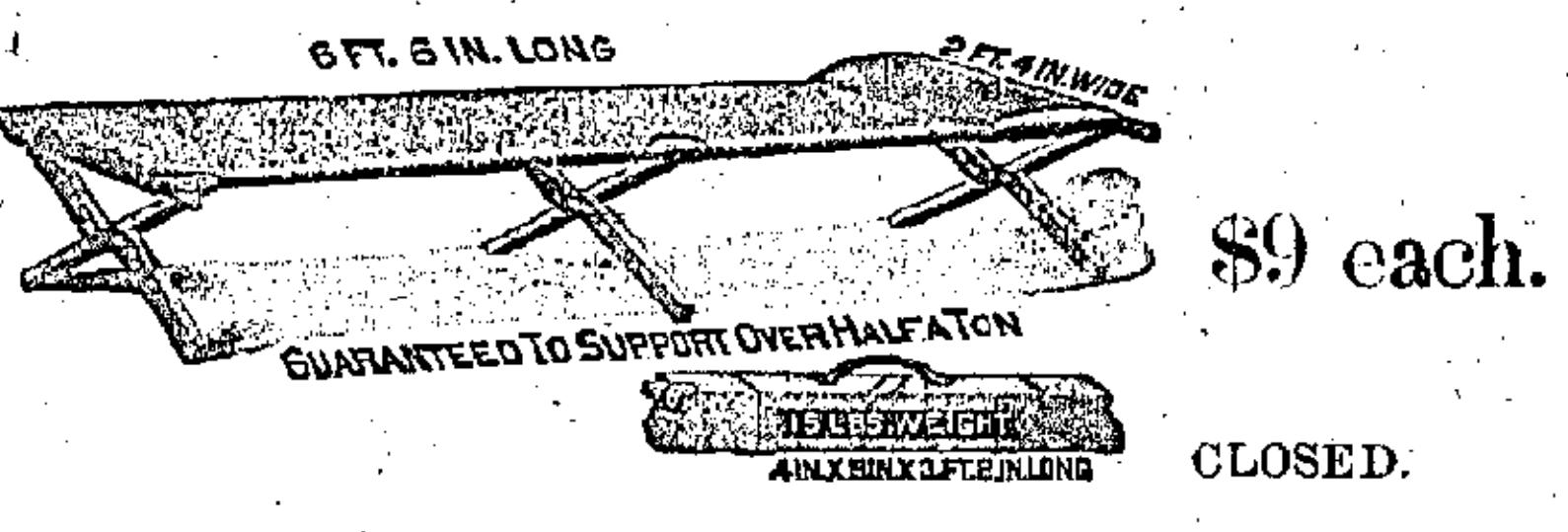
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Hongkong, 6th April, 1904.

[927-2]

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SHIPPING.

ARRIVALS.

May 2, PHU YEN, French str., 1,298, Thomas, Saigon 28th April, General—BRADLEY & Co.
May 3, CALDENIN, British str., 3,594, Daniel, Pulo Bukan 19th April and Singapore 27th, Bulk Petroleum—ARNHOLD, KARDEG & Co.
May 3, ERNEST SIMONS, French str., 2,162, Bourdon, Marseilles 3rd April and Saigon 30th, Mills and General—MESSAGIERES MARITIMES.
May 3, NAMANG, British str., 2,591, G. Payne, Calcutta and Singapore 27th April, General—JARDINE, MATHERSON & Co.
May 3, PERA, British str., 4,916, A. L. Valentini, London 20th March and Singapore 28th April, General—P. & O. S. N. Co.
May 3, SWANLEY, British str., 2,907, J. Dawson, Kutubinoz 28th April, Bunker Coal—GIBB, LIVINGSTON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
3rd May.
Holstein, German str., for Swatow.
Phu Yen, French str., for Yokohama.
Tsunui, British str., for Shanghai.
Triton, German str., for Swatow.

DEPARTURES.

3rd May.
ANNAM, French str., for Europe.
AMAGNA, German str., for Yokohama.
CATHERINE ARCA, British str., for Calcutta.
CHOWTA, German str., for Bangkok.
CHOYASO, British str., for Shanghai.
DEUCALION, British str., for Shanghai.
HANOI, French str., for Haiphong.
KANAGAWA MARU, Japanese str., for Yokohama.
KASHING, British str., for Shanghai.
LOONGMUN, German str., for Canton.
LOONGSANG, British str., for Manila.
MACHEW, German str., for Bangkok.
ORANGE, Norw. str., for Saigon.
PINGSUY, British str., for London.
SUNGKIAN, British str., for Manila.
TAIPEI, Chinese str., for Chinkiang.
TAIWAN, British str., for Shanghai.
THEMIS, Norwegian str., for Kobe.
TIJLATJA, Dutch str., for Shanghai.

VESSELS IN DOCK.

3rd May.

ABERDEEN DOCKS.—
KOWLOON DOCKS—H. I. G. M. S. *Mouee*, *Adamastor*, *Apronade*, *Homen*, U.S.S. *Monterey*, *Hothao*, H.M.S. *Taku*, *Amaru*.
COMMOPORT DOCK—

VESSELS PASSED ANJER.

April 17, German str., *Bergedorf*, Saigart, Jan. 23, from Hamburg via Australia, at Batavia.
April 19, Dutch str., *Tantalus*, Conradi, Mar. 4, from Amsterdam via Djedid, for Batavia.
April 19, British str., *Vienna*, Feb. 25, from Penang for Nagasaki.
April 20, British str., *Islander*, Wright, April 18, from Christian Island for Singapore.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"HAITAN."

Captain Ronch will be despatched for the above ports TO DAY, the 4th inst., at 10 A.M.
For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,
General Managers.
Hongkong, 2nd May, 1904. [117]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.
THE Steamship
"RAS ISSA,"
will be despatched for the above port on THURSDAY, the 26th May.
For Freight, apply to

SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 26th April, 1904. [1098]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP
(via SUEZ CANAL).
THE Steamship

"BENALDER,"
Captain McIntosh, will be despatched as above on or about the 7th May.
For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th April, 1904. [1021]

STEAMSHIP SERVICE TO NEW YORK
via SUEZ CANAL.
(With liberty to call at Philippine Ports)

THE Steamship
"BREIZ HUEL,"
will be despatched as above on or about the 12th May.

STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, 28th April, 1904. [1128]

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"BORNEO,"
Captain Muhle, is now ready to load for the above ports.

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Hongkong, 29th April, 1904. [1147]

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Hongkong, 4th August, 1897. [9]

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LONDON & ANTWERP (VIA SUEZ CANAL)	BEVALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON & ANTWERP.	ANTENOR	Brit. str.		BUTTERFIELD & SWIRE	10th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.
LONDON & ANTWERP.	ALCINOUS	Brit. str.		BUTTERFIELD & SWIRE	24th in t.
LONDON & ANTWERP.	DEUCALION	Brit. str.		BUTTERFIELD & SWIRE	25th June.
LONDON & ANTWERP.	AGAMEMNON	Brit. str.		BUTTERFIELD & SWIRE	21st June.
LONDON & ANTWERP.	BAYER	Ger. str.	R. Heintze	MELCHERS & CO.	25th inst., at Noon.
LONDON & ANTWERP.	ARTEMISI	Ger. str.	Gronmeyer	HAMBURG-AMERICA LINER	12th inst.
LONDON & ANTWERP.	MARDU	Ger. str.	Stern	HAMBURG-AMERICA LINER	17th inst.
LONDON & ANTWERP.	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERICA LINER	31st inst.
LONDON & ANTWERP.	SEGOVIA	Ger. str.	Förck	HAMBURG-AMERICA LINER	14th June.
LONDON & ANTWERP.	NURNBERG	Ger. str.	Jahburg	HAMBURG-AMERICA LINER	28th June.
LONDON & ANTWERP.	M. BACQUECHEM	Aus. str.	Rashevich	SANDER, WIELER & CO.	20th inst., P.M.
LONDON & ANTWERP.	ACHILLIES	Brit. str.		BUTTERFIELD & SWIRE	17th inst.
LONDON & ANTWERP.	THRNKA	Brit. str.		DODWELL & CO., LTD.	20th June.
LONDON & ANTWERP.	SHIMOSA	Brit. str.		STANDARD OIL CO.	About 10th inst.
LONDON & ANTWERP.	BREIZ HUEL	Brit. str.		SHEWAN, TOMES & CO.	About 12th inst.
LONDON & ANTWERP.	RAS ISSA	Brit. str.		CANADIAN PACIFIC R. CO.	26th inst.
LONDON & ANTWERP.	E. OF JAPAN	Brit. str.		CANADIAN PACIFIC R. CO.	11th inst.
LONDON & ANTWERP.	TARTAE	Brit. str.		BUTTERFIELD & SWIRE	21st inst.
LONDON & ANTWERP.	CALCHAS	Brit. str.		DODWELL & CO., LTD.	21st inst.
LONDON & ANTWERP.	SHAWNUT	Brit. str.		PORTLAND & ASIATIC CO.	14th June.
LONDON & ANTWERP.	ARAGONIA	Brit. str.	Schuldt	BUTTERFIELD & SWIRE	9th inst.
LONDON & ANTWERP.	TRINAS	Brit. str.	Helms	BUTTERFIELD & SWIRE	11th June.
LONDON & ANTWERP.	EMPIRE	Brit. str.	A. L. Valentine	BUTTERFIELD & SWIRE	13th inst.
LONDON & ANTWERP.	PEBA	Brit. str.		To-day.	To-day.
LONDON & ANTWERP.	CHANGSHA	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
LONDON & ANTWERP.	WOOSUNG	Brit. str.		BUTTERFIELD & SWIRE	6th inst.
LONDON & ANTWERP.	HUNAN	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
LONDON & ANTWERP.	KIUKIANG	Brit. str.		BUTTERFIELD & SWIRE	10th inst.
LONDON & ANTWERP.	WUNG	Brit. str.		SIEHSEN & CO.	7th inst., at 3 P.M.
LONDON & ANTWERP.	LOONGMOON	Ger. str.	Kalkofen	F. & O. S. N. CO.	About 8th inst.
LONDON & ANTWERP.	TRIUMPH	Brit. str.	F. R. Summers	OSAKA SHOSEN KAISHA	11th inst., 10 A.M.
LONDON & ANTWERP.	FRITHJOF	Brit. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	8th inst., 10 A.M.
LONDON & ANTWERP.	M. STRUVE	Brit. str.	T. Brandt	OSAKA SHOSEN KAISHA	15th inst., 10 A.M.
LONDON & ANTWERP.	TRITOS	Brit. str.	H. Kraft	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
LONDON & ANTWERP.	HAITAN	Brit. str.	Roeck	Douglas LaFaire & CO.	To-day, at 10 A.M.
LONDON & ANTWERP.	HAIKHING	Brit. str.	Hodgins	Douglas LaFaire & CO.	6th inst., 11 A.M.
LONDON & ANTWERP.	CHIHLI	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
LONDON & ANTWERP.	KAIFONG	Brit. str.		BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP.	SHAWNUT	Brit. str.		DODWELL & CO., LTD.	About 7th inst.
LONDON & ANTWERP.	ZAFIRO	Brit. str.	E. Rodger	SHEWAN, TOMES & CO.	7th inst., 10 A.M.
LONDON & ANTWERP.	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	11th inst., at Noon.
LONDON & ANTWERP.	ROBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	14th inst., 10 A.M.
LONDON & ANTWERP.	HORNED	Brit. str.	Muhle	MELCHERS & CO.	Quick despatch.
LONDON & ANTWERP.	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	11th inst., at Noon.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.



SAFETY. SPEED. PUNCTUALITY.

"Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons WEDNESDAY, 11th May.
R.M.S. "TARTAR" 4,425 Tons SATURDAY, 21st May.
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons WEDNESDAY, 1st June.
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons WEDNESDAY, 22nd June.
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons WEDNESDAY, 13th July.

Hongkong to London, 1st Class, via St. Lawrence River via New York £82; Intermediate on Steamers, £40; 1st Class Rail, £42.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALMATE OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to B. E. BROWN, General Agent, 9, Pedder Street.

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th April, 1904. [16]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG 1904.

"SHIMOSA" ... 10th May.
"SATSUMA" ... 31st May.

For Freight and further information, apply to DODWELL & CO., LTD.

Agents.

Hongkong, 29th April, 1904. [1632]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.
OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"ANTENOR"	On 10th May.
* GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 17th May.
LONDON and ANTWERP	"AT CINOS"	On 24th May.
* GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 7th June.
LONDON and ANTWERP	"TEENKAI"	On 20th June.
LONDON and ANTWERP	"AGAMEMNON"	On 21st June.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

For freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th April, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
MANILA	"KAIFONG"	On 4th May.
SHANGHAI	"WOOSONG"	On 4th May.
SHANGHAI	"HUNAN"	On 5th May.
SHANGHAI	"KUOKIANG"	On 6th May.
SHANGHAI	"WUHU"	On 7th May.
SHANGHAI	"CHIHLI"	On 7th May.

TIMOR, PORT DARWIN, THUREE,
ISLAND COOKTOWN, CAIRNS, &
TOWNSVILLE, BRISBANE, &
SYDNEY and MELBOURNE..... On 13th May.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports, &c.

+ Taking cargo and passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For freight or passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th May, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons. Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.,
No. 147, Connaught Road Central,
Hongkong, 15th March, 1904.

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MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodore Steamer

"PAUL BEAU".

Captain Frangne, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN".

Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... 80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to

J. LANDOLT, Agent,

The Pharmacy, Queen's Road Central,

Hongkong, 23rd March, 1904.

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HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week

days, at 7.30 A.M.; on Excursion

Sundays, at 8.30 A.M.; from Macao, week days

at 9 P.M. and Sundays about 7.30 P.M.

FARE (week days) 1st Class (including cabin

and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class

Single Ticket \$2. Return Ticket \$3. Return

Ticket including Tilin and Dinner either on

board or at Macao Hotel \$5. On Sundays 35

extra will be charged for each Cabin, which has

accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every

Sunday, and takes only 3 hours to reach Macao.

MING ON & CO.,

2nd Floor, 16, Victoria Street.

Hongkong, 8th September, 1904.

[421]

FOREIGN AND COLONIAL STAMP DEALERS.

NO. 58, PEEL STREET, HONGKONG,

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in large or small Quantities for Cash

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H.A.L. Steamship

"ARAGONIA."

Captain Schubert, having arrived from the above ports, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned and to acknowledge delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, to-day, the 28th inst.

Any cargo impeding discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 5th May, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th May, at 3 P.M.

No fire insurance has been effected.

HAMBURG-AMERICA LINIE,
Hongkong Office.

Hongkong, 28th April, 1904. [114]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

Cargo ex STEAMSHIP "HYADES,"
FROM SEA-TIME, TACOMA, VICTORIA
YOKOHAMA AND KOBE.

having arrived per "Pingay" Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No fire insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,

Agents.

Hongkong, 27th April, 1904. [7]

OCEAN STEAMSHIP COMPANY,
LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DEUCALION."

are hereby notified that the cargo is being discharged into craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from craft or Godown on and after the 3rd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 9th inst.

No claims will be admitted after the goods have left the steamer's Godown, and all goods remaining undelivered after the 9th inst., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 11th inst., or they will not be recognised.

No fire insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd May, 1904. [10-1]

THE CLUB.

For the MESS.

For the HOME.

For Out-door.

For all Men who like a Cigar of delicate aroma.

The YOUNG AMERICAN is unrivaled.

312-6

A WONDERFUL DISCOVERY.

This is the result of research and experiment, where so far as we are concerned, is unparalleled. It is the first time that such a discovery has been made in the Far East.

It is the result of the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money Weights, and Measures, and other Commercial Information

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1853; Convention, 1860; Rules for Joint Investigation of Custom Seizures, 1863; Chefoo, 1867, with Additional Article; Opium Convention, 1868; Chinkiang Convention, 1891; Thibet Sikkim Convention, 1890; Burmese Convention, 1897; Kowloon Extension, 1898; Weihsien, 18

